

### **Amendments to the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims**

1. (Cancelled)
2. (Cancelled)
3. (Cancelled)
4. (Currently Amended) An improved propellor puller device for pulling a propellor having blades from the propellor shaft of a marine engine, comprising:
  - (a) a hub base member having an upper end and a lower end, a central axis, and an axially extending bore therethrough;
  - (b) a bolt having a first end and a second end adapted for carriage by said hub base member within said bore in translational relationship such that upon rotation of said bolt said hub base member is displaced axially relative to said bolt where said bolt has an axially extending internal cylindrical recess having a boundary surface at said first end, and where said live center member further comprises a conical head portion for compressive engagement with said propellor shaft and a cylindrical shaft portion integral with said conical head portion, where said cylindrical shaft portion and said internal cylindrical recess are so dimensioned and proportioned to permit said cylindrical shaft portion to be captively held within said internal cylindrical recess and where said cylindrical shaft portion of said live center member has a cylindrical outer surface having a diameter less than the diameter of said internal cylindrical recess of said bolt and where said cylindrical outer surface of said cylindrical shaft portion has a circumferential slot, said internal

cylindrical recess having a continuous circumferentially extending groove in said boundary surface;

- (c) a live center member carried by said bolt adjacent said first end for compressive engagement with said propellor shaft upon sufficient rotation of said bolt and where said live center member is so adapted for carriage by said bolt to permit rotation of said bolt relative to said live center member when said live center member is in fixed rotational relationship relative to said propellor shaft;
- (d) a multiplicity of puller arms carried in fixed relationship with said hub base member intermediate said upper end and lower end of said hub base member and extending radially therefrom;
- (e) a plurality of flexible tension members where each said flexible tension member is associated with one of said multiplicity of puller arms and one of said propellor blades, respectively, for transmitting axially directed external forces to said propellor blades upon sufficient rotation of said bolt; and
- (f) a torque handle extending radially from said hub base member for applying a sufficient torque to said hub base member to preclude rotation of said hub base member upon rotation of said bolt and  
~~The improved propeller device recited in claim 3~~where said live center member further comprises a resilient split ring carried in said circumferential slot such that said resilient split ring may expand radially into said groove to preclude axial displacement of said live center member relative to said bolt.

5. (Cancelled)

6. (Cancelled)

7. (Cancelled)

8. (Cancelled)

9. (Cancelled)

10. (Currently Amended) A propellor puller device for pulling a propellor having blades from the propellor shaft of a marine engine comprising in combination:

- (a) a hub base member having an upper end and a lower end, a central axis, and an axially extending bore therethrough, said hub member further having a multiplicity of puller arms carried in fixed relationship with said hub base member intermediate said upper end and lower end of said hub base member and extending radially therefrom, said hub base member further having a torque handle extending radially from said hub base member;
- (b) a bolt having a first end and a second end adapted for carriage by said hub base member within said bore in translational relationship such that upon rotation of said bolt said hub base member is displaced axially relative to said bolt, where said bolt has an axially extending internal cylindrical recess having a boundary surface at said first end, and where said live center member further comprises a conical head portion for compressive engagement with said propellor shaft and a cylindrical shaft portion integral with said conical head portion, where said cylindrical shaft portion and said internal cylindrical recess are so dimensioned and proportioned to permit said cylindrical shaft portion to be captively held within said internal cylindrical recess;
- (c) a live center member carried by said bolt adjacent said first end for compressive engagement with said propellor shaft upon sufficient rotation of said bolt and where said live center member is so adapted for carriage by said bolt to permit rotation of said bolt relative to said live center member when said live center member is in fixed rotational relationship relative to said propellor shaft, and ~~The combination recited in Claim 9~~ where said cylindrical shaft portion of said live center member has a cylindrical outer surface having a diameter less than the diameter of said internal

cylindrical recess of said bolt and where said cylindrical outer surface of said cylindrical shaft portion has a circumferential slot, said internal cylindrical recess having a continuous circumferentially extending groove in said boundary surface.

11. (Currently Amended) A propellor puller device for pulling a propellor having blades from the propellor shaft of a marine engine comprising in combination:

- (a) a hub base member having an upper end and a lower end, a central axis, and an axially extending bore therethrough, said hub member further having a multiplicity of puller arms carried in fixed relationship with said hub base member intermediate said upper end and lower end of said hub base member and extending radially therefrom, said hub base member further having a torque handle extending radially from said hub base member;
- (b) a bolt having a first end and a second end adapted for carriage by said hub base member within said bore in translational relationship such that upon rotation of said bolt said hub base member is displaced axially relative to said bolt, where said bolt has an axially extending internal cylindrical recess having a boundary surface at said first end, and where said live center member further comprises a conical head portion for compressive engagement with said propellor shaft and a cylindrical shaft portion integral with said conical head portion, where said cylindrical shaft portion and said internal cylindrical recess are so dimensioned and proportioned to permit said cylindrical shaft portion to be captively held within said internal cylindrical recess;
- (c) a live center member carried by said bolt adjacent said first end for compressive engagement with said propellor shaft upon sufficient rotation of said bolt and where said live center member is so adapted for carriage by said bolt to permit rotation of said bolt relative to said live center member when said live center member

is in fixed rotational relationship relative to said propellor shaft,  
and The combination recited in Claim 9 where said live center  
member further comprises a resilient split ring carried in said  
circumferential slot such that said resilient split ring may expand  
radially into said groove to preclude axial displacement of said live  
center member relative to said bolt.

12. (Cancelled)

13. (Cancelled)

14. (Cancelled)

15. (Cancelled)